

**Amendments to the Claims**

Please cancel claims 1-16. The following listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1-16 (Cancelled)

17. (New) An improved motor vehicle safety screen, comprising:

a metal mesh in-fill panel secured to a tubular metal perimeter frame,  
a plurality of securing straps for securing the frame to the roof and floor of the vehicle,

attachment means for connecting one end of each said strap to a respective frame member of the perimeter frame, the other end of each said strap being adapted for connection to a respective anchorage in the vehicle floor or roof,

wherein said attachment means of at least one of the straps includes an outer connector bracket rotatable about an axis coinciding with the axis of its associated said frame member and having an approximately C-shaped body portion terminating in a pair of spaced apart outwardly extending flanged ends in face to face relationship, and an inner bush non-rotatably mounted on the associated frame member and having a cylindrical bearing surface, said body portion of the bracket surrounding said bush and engaging said bearing surface, whereby said bracket along with its attached securing strap is able to bodily rotate around its said respective frame member, and wherein said one end of the or each said securing strap is fastened between the flanged ends of a respective said bracket.

18. (New) An improved vehicle safety screen according to claim 17, wherein the connector bracket can rotate about the axis of its associated frame member to positions on opposite sides of the screen.

19. (New) An improved vehicle safety screen according to claim 17, wherein each of the securing straps has its leading end pivotally mounted between said flanged ends of a respective said bracket by a fastening bolt, whereby the strap can rotate relative to its bracket about an axis which extends at right angles to the axis of its associated frame member.

20. (New) An improved vehicle safety screen according to claim 17, wherein the mesh in-fill panel is secured by welding to the rear sides of the perimeter frame, and wherein said bracket, along with its associated securing strap can be bodily rotated to a storage position in front of the mesh in-fill panel with the strap orientated so as to lie within the recessed area defined by the frame members of the perimeter screen frame, approximately parallel to the plane of the mesh infill panel.

21. (New) An improved vehicle safety screen according to claim 17, wherein each said bracket is formed of sheet metal and is initially formed, prior to its fitment to the screen frame, with said flanged ends diverging outwardly, said diverging flanged ends, when the bracket is engaged on its associated bush, being squeezed together so as to lie approximately parallel with one another.

22. (New) An improved vehicle safety screen according to claim 17, wherein said bush comprises two parts which are hingedly connected to one another along an axially extending hinge line, whereby the parts of the bush can be rotated between an open position wherein they are angularly spaced apart to facilitate their fitment around the associated frame member, and a closed position wherein the two parts encircle the frame member in frictional engagement therewith.

23. (New) An improved vehicle safety screen according to claim 22, wherein said hinged parts have co-operable catch formations extending axially along their non-hinged sides and arranged so that, when the two parts are in their closed position, said parts releasably dip together.

24. (New) An improved vehicle safety screen according to claim 23, wherein the bush bore has a shape complementary to the outer cross-sectional shape of the perimeter frame member, being either square or rectangular.

25. (New) An improved vehicle safety screen according to claim 22, wherein the opposite ends of the bush are formed with radially outstanding flanges between which the body portion of the bracket is located to thereby inhibit relative axial movement between the bracket and the bush.

26. (New) An improved vehicle safety screen according to claim 25, wherein each said bracket has an axial width which is slightly less than the axial length of its associated bush.
27. (New) An improved vehicle safety screen according to claim 17, wherein the bush is molded of hard plastics material.
28. (New) An improved vehicle safety screen according to claim 17, wherein said securing straps comprise a pair of relatively short rearwardly extending upper straps, each of which has its trailing end releasably secured to a respective anchorage point in the roof of the vehicle, and a pair of a relatively long rearwardly extending bottom straps, each of which has its trailing end removably fastened to an anchorage point in the floor of the vehicle.
29. (New) A method of connecting an elongate metal securing strap to a perimeter frame member of a tubular metal peripheral frame of a motor vehicle safety screen or barrier, comprising the steps of:
- fitting a bush having a non-circular through-bore and an outer cylindrical hardened bearing surface co-axially onto said frame member in fixed relation therewith,
  - mounting a metal saddle bracket onto said bush with its inner circumferential surface engaging said bearing surface, whereby the bracket can rotate about the axis of the bush, said bracket terminating in a pair of opposing spaced apart outwardly extending flanged ends, each of which has an aperture formed therein;
  - locating an apertured end of the securing strap between the pair of flanged ends of the bracket with the aperture in the strap aligned with the apertures in the flanged ends,
  - inserting a bolt or similar fastener through the aligned apertures, and
  - engaging a nut on the bolt and tightening same so as to clamp the strap between the flanged ends.
30. (New) A method according to claim 29, wherein the bush is comprised of two hingedly connected parts, whereby the parts can be hinged about an axis extending axially of the bush between an open position to allow its fitment laterally onto the frame member, and a closed position wherein the parts encircle the peripheral surface of the frame member in frictional engagement therewith.

31. (New) A method according to claim 30, wherein the two parts clip together when in their closed position.